

U. S. Officials Only

CONFIDENTIAL

~~CONFIDENTIAL~~

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

50X1-HUM

COUNTRY Czechoslovakia

SUBJECT Aircraft Engine Factory, 'LET' No. 1

DATE DISTR. 13 May 1954

NO. OF PAGES 4

50X1-HUM

NO. OF ENCLS. 1

SUPP. TO  
REPORT NO.

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. "The new LET Factory, No. 1 is located west of Kunovice. The northern border of the factory is the Olsava River, which runs into the Morava. About 200 meters west of the factory is the Petrikovec Forest, and 2000 meters east of the factory is the Kunovice-Veseli rail line.
2. "Construction of the factory buildings was started in 1951, but the body of the work was performed in 1952. By the end of 1952, only some of the branch workshops were operating. The factory is connected to the neighboring towns by a complicated network of communications. Along with the construction of the factory buildings, the Olsava River was regulated [turned?], and a new six meter wide road was built [see number 1, Enclosure 7]. A branch rail line [see number 2, Enclosure 7] leaves the railway cargo depot of LET factory No. 3, crosses and follows a new connecting road, which replaces an old country road, and enters LET No. 1 from the west. [Note: the new connecting road, referenced above, does not appear on Enclosure 7]. The branch line was operating in the fall of 1952. LET No. 1 occupies a 500 by 500 meter area, enclosed by a barbed wire fence, three meters high. Entrance to the factory is from the north, the entrance gate being approximately in the center of the northern side. The gate-keeper's house is a 30 by 10 meter wooden building near the gate and inside the fence, [see number 5, Enclosure 7]. Also near the entrance, inside the fence, are two wooden barracks, [see number 6, Enclosure 7], housing the administrative offices, including the factory personnel and political checking offices. In the middle of the 500 by 500 meter area are four large iron and concrete buildings with concrete roofs. These are the production buildings, 80 by 40 by 16 meters each. In January 1953, the fifth production building was erected in the southeastern corner of the factory area, [see number 8, Enclosure 7]. It was of iron and concrete, 60 by 30 meters. As of January 1953, the production buildings were not completed. A three-story

CONFIDENTIAL

~~CONFIDENTIAL~~

DISTRIBUTION	STATE	ARMY	NAVY	AIR	FBI	ORR EV	
--------------	-------	------	------	-----	-----	--------	--

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.

50X1-HUM

CONFIDENTIAL

- 2 -

brick building, 60 by 20 meters, is located in the northeastern corner of the factory area. This building houses the management of LET No. 1 and all technical and drawing offices. (The equipping of this building was begun in January 53.) The railway cargo station and railway depots [see number 10, Enclosure] are located near the branch rail line on the western side of the factory. These buildings are one-story brick buildings, 30 by 15 meters each.

3. "Factory construction was performed by 'Brumstav' of Brno, and 'Ingstav' of Prostějov.
4. "Machinery for the factory was delivered during 1952. A large number of lathes were transferred from CKD, Blansko. Most of the machinery delivered in 1952 was transferred from other factories. Only about 10% of it was new.
5. "LET No. 1 produces jet fighter aircraft engines. The completed engines were tested at the factory at ten o'clock every morning. The noise of these engines could be heard clearly in Dolní Němci, 12 kilometers away.
6. "Completed and checked engines were shipped, via Prague-Kbely air base, to LETOV Enterprises in Letná. They were transported by cargo truck. Each truck always carried two engines. Spare parts and material for the factory were transported partly by the Czechoslovakian State Railways, and partly by truck. (The new connecting highways connect the factory with Kunovice, Kostečany and Uherské Hradiště.)
7. "Personnel Recruitment: the employment office had not completed recruiting employees as of Feb 53. The required number of qualified technical workers was short by a great deal. The original staff of technical and skilled workers was transferred from LETOV; and some workers were transferred from the precision machine enterprise in Brno-Lisen.
8. "The factory operates on a two-shift system, with 1500 employees (as of February 53.) [the original text reads: "... with 1500 workers on both shifts".]
9. "LET No. 1 is a part of the mother-enterprise RUDY LETOV. It operates under a military administration. No worker in poor standing with the Czechoslovak Communist Party, even the most highly skilled, can be employed at LET No. 1. Every employee must sign an oath to keep production information secret.
10. "This factory was constructed by army order in the midst of agricultural country, where there was a glaring shortage of factory workers, and where materials had to be transported long distances. The army believed that this area was not vulnerable to bombing by the enemy.
11. "Electric power is provided for the factory by the power plants of Uherské Hradiště. The electric line follows the Olšava River.
12. "Construction of the new part of the factory was very quick, because workers were on three shifts. [The text does not clarify which part, if not all, of the factory was new. Editor's opinion is that the whole factory was new, but was a branch of the already established RUDY LETOV Enterprises.] They were transported to the factory from the rail line cargo station near LET No. 3. The train which carried them to the factory was always composed of three personnel cars.
10. "Living quarters for the workers were located west of the factory. In the Fall of 1953, construction of these living quarters was started.

- end -

Enclosure: A: Sketch of LET No. 1 aircraft engine factory, with legend.

50X1-HUM

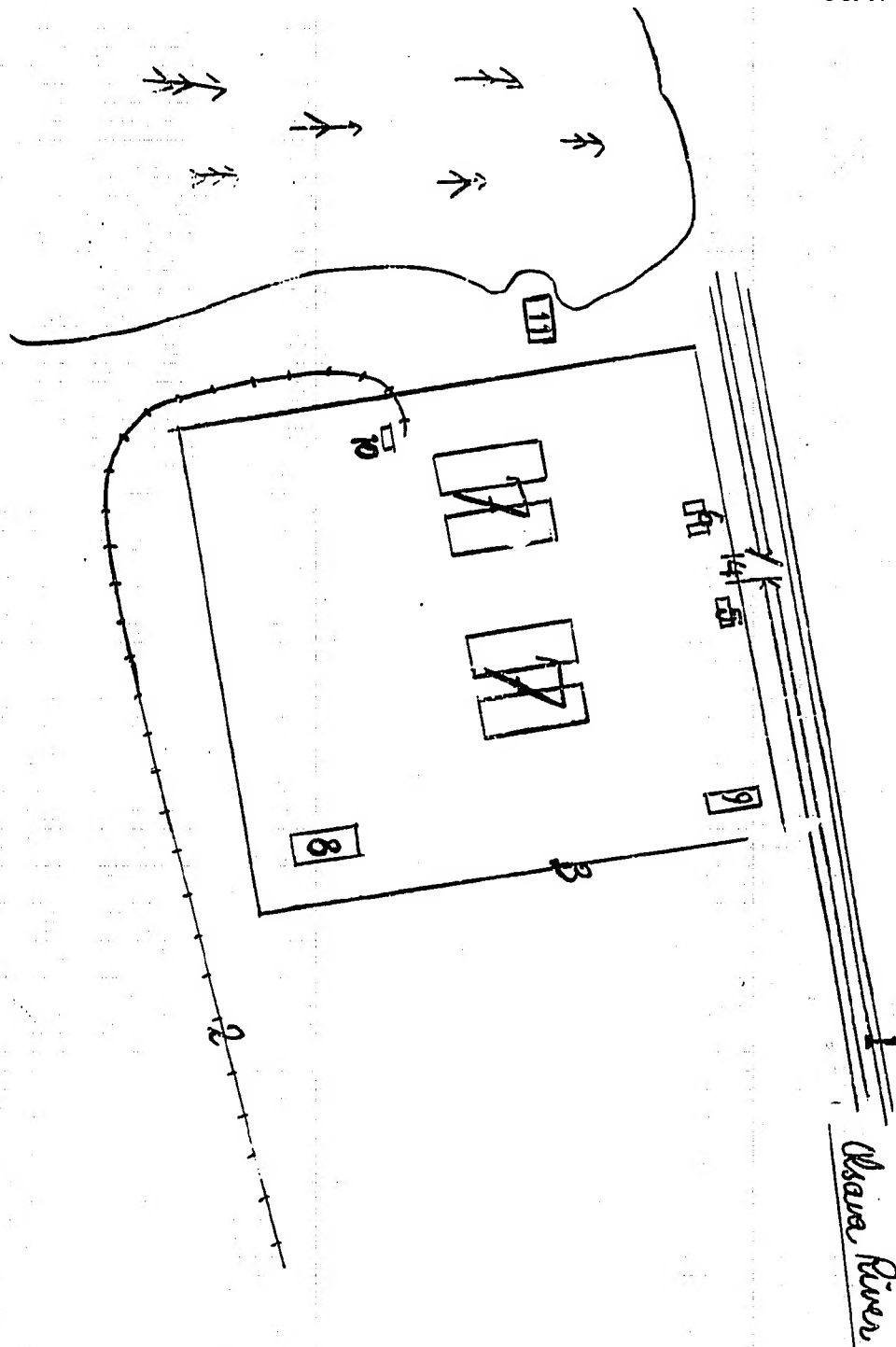
CONFIDENTIAL

ENCLOSURE (A)

LET No. 1, KUNDOVICE

CONFIDENTIAL/US OFFICIALS ONLY

50X1-HUM



CONFIDENTIAL/US OFFICIALS

ENCLOSURE (A)  
Page -2-

CONFIDENTIAL  
US OFFICIALS ONLY



LEGEND, SKETCH-MAP 'LET' No. 1 AIRCRAFT ENGINE FACTORY:

50X1-HUM

1. New highway
2. Railway branch-line
3. Barbed-wire fence
4. Main gate leading to the factory
5. Gate-keeper's house
6. Wooden barracks
7. Brick production building and assembly plant.
8. Fifth production building, not complete as of February 1953.
9. Three-story administration building
10. Railway station and railway depot.
11. Area for living quarters for workers.

CONFIDENTIAL  
US OFFICIALS ONLY